

REMARKS

Claims 1, 4, 6 and 7 are in the case.

With this amendment, the claims have been rewritten to overcome the rejection under 35 USC 102/103. In doing so, it is believed that proper antecedent basis is provided for all terms and therefore the rejection under 35 USC 112 is believed to be overcome.

Reconsideration of the rejection of the claims under 35 USC 102 as allegedly being anticipated by the teachings of US Patent 3,860,081 is respectfully requested in view of the amended claims and the following discussion.

Claim 1 has been rewritten to recite that the trailer unit includes electric drive means for driving the wheels. The electric drive means are powered by batteries mounted on the tractor unit and there is provided a generator for charging the batteries.

In U.S. Patent 3,860,081 the internal combustion engine is utilized to generate electrical energy to feed the generator. It is the generator which drives the electric motors. The advantage of the arrangement of Applicant is substantial. Thus, in the present invention, one can use a relatively small generator to recharge the batteries. As will be appreciated, tractors are frequently stopped or have the capability of charging the batteries from the generator while running on the highway. Thus, when the truck driver stops at a truck stop for meals and the like, the internal combustion engine is usually kept running for purposes of climate control of the cabin for example. During this time, the generator would be operative to recharge the batteries.

The batteries, as now defined by Claim 1, are stored on the tractor unit. This is in keeping with the reality that there are more than three trailer units for each tractor unit. As the batteries represent a substantial investment, it is advantageous to store them on the

tractor unit which would lead to substantially less cost. The arrangement of the present invention can easily be adapted to existing units compared to the complex arrangement taught in much of the prior art.

Utilizing the present invention, it will be possible to reduce the size of the internal combustion engine required and thereby reduce environmental pollution. The internal combustion units of tractor units frequently develop up to six hundred horse power. However, less than two hundred and fifty horse power would be sufficient for a unit travelling at sixty miles an hour on a highway. Utilizing the drive means of the present invention, the size of the internal combustion engine can be reduced with subsequent reduction in air pollution.

The rejection under 35 USC 103 (a) has been noted. U.S. Patent 4,762,191 does not disclose the use of batteries stored on a separate unit for driving the wheels of a semi trailer in an arrangement such as proposed by Applicant. The vehicle in U.S. Patent 4,762,191 is an articulated vehicle and there is no mention of the provision of batteries for the driving.

The remaining references have also been reviewed and it is not believed that they are anymore pertinent to the teachings of the instant application.

It is now believed that the claims are in order for allowance, and such action is respectfully solicited.

Respectfully,



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